



211 West Aspen Avenue
Flagstaff, AZ 86001
928-213-2654
metroplanflg.org

AGENDA

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

May 27, 2020

Join Zoom Meeting: <https://us02web.zoom.us/j/74739184308>

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. MetroPlan complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the MetroPlan at 928-213-2651 as early as possible to allow time to arrange the accommodation.

Public Questions and Comments must be emailed to rosie.wear@flagstaffaz.gov prior to the meeting.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A).

TECHNICAL ADVISORY COMMITTEE MEMBERS

- Nate Reisner, Chair, ADOT North Central District Development Engineer (for Audra Merrick, ADOT Flagstaff District Engineer)
- Nick Hall, Vice-Chair, Coconino County Assistant Engineer (for Christopher Tressler, Coconino County)
- John Wennes, ADOT Transportation Planner
- Anne Dunno, NAIPTA Capital Program Manager
- Rick Barrett, City of Flagstaff Engineer
- Jay Christelman, Coconino County Community Development Director
- Dan Folke, City of Flagstaff Community Development Director
- Jeff Bauman, City of Flagstaff Transportation Manager
- Andrew Iacona, Northern Arizona University Project Manager II
- Ed Stillings, FHWA

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- Jeff Meilbeck, Executive Director
- David Wessel, MetroPlan Manager
- Martin Ince, Multi-Modal Planner
- Rosie Wear, MetroPlan Specialist

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

(At this time, any member of the public may address the Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board cannot discuss or act on items presented during this portion of the agenda. To address the Board on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.)

D. APPROVAL OF MINUTES

- Minutes of Regular Meeting: April 22, 2020 (Pages 5-9)

II. CONSENT AGENDA

(Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.)

III. GENERAL BUSINESS

A. TIP 2021-2025 Review and Adoption (Pages 10-11)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends the TAC adopt the FY21-25 Transportation Improvement Program (TIP).

B. Strategic Workplan Report (Pages 12-13)3

MetroPlan Staff: Dave Wessel

Recommendation: No recommendation is being made and staff will provide an update on progress towards the Strategic Workplan.

C. MetroPlan Project Criteria Process Update (Pages 14-18)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommend that the TAC adopt project priorities for MetroPlan and recommend adoption to the Board.

D. Federal Stimulus Infrastructure (Pages 19-32)

MetroPlan Staff: Jeff Meilbeck

Recommendation: This item is for information only.

E. FY 20 Budget Update and FY 21 Budget (Pages 33-41)

MetroPlan Staff: Rosie Wear

Recommendation: None. This item is for information only.

F. Federal Financing of Local Projects (Pages 42-47)

MetroPlan Staff: Dave Wessel

Recommendation: None. This item is for discussion only.

G. Items from MetroPlan Staff

- P2P Process
- BUILD Grant Submittal
- Lone Tree TI Update

H. Review the Draft Executive Board Agenda (Pages 48-50)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

I. Future Agenda Items

MetroPlan Staff: Jeff Meilbeck, Executive Director

Recommendation: Discuss items for future MetroPlan agendas.



IV. CLOSING BUSINESS

A. ITEMS FROM THE BOARD

(Board members may make general announcements, raise items of concern or report on current topics of interest to the Board. Items are not on the agenda, so discussion is limited and action not allowed.)

B. ADJOURN

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on May 24, 2020 at 2:00 pm in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 24th Day of May 2020.

Rosie Wear, MetroPlan Specialist



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MINUTES

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- ☒ Jeff Meilbeck, Executive Director
- ☒ David Wessel, MetroPlan Manager
- ☒ Martin Ince, Multi-Modal Planner
- ☒ Rosie Wear, MetroPlan Specialist

Others in Attendance; Scott Overton, Joe G., Andy Bertelsen, Kate Morley, Dan Okoki

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

Chair Reisner called the meeting to order at 1:31pm.

B. ROLL CALL – See above

C. PUBLIC COMMENT – None

(At this time, any member of the public may address the Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board cannot discuss or act on items presented during this portion of the agenda. To address the Board on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.)

D. APPROVAL OF MINUTES

- Minutes of Regular Meeting: March 25, 2020 (Pages 5-9)

Motion: TAC member Anne Dunno made a motion to approve the March 25th, 2020 meeting minutes without edits. TAC member Jeff Bauman seconded the motion. The motion was passed unanimously.

II. CONSENT AGENDA

(Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.)

III. GENERAL BUSINESS

A. NAU Capital and McConnell Improvement Projects (Pages 33-42)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made. Staff from NAU and Mountain Line will present NAU Capital projects including an update on the McConnell Improvement Project.

[This item was for discussion only.](#)

B. TIP 2021-2025 Draft Review and Public Comment Ad (Pages 21-30)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends the TAC approve release of the draft Transportation Improvement Program (TIP) for public comment.

[Motion: TAC member Dan Folke made a motion to approve release of the draft TIP for public comment. TAC member Nick Hall seconded the motion. The motion was passed unanimously.](#)

C. Coordinated Public Transit-Human Services Transportation Plan (Pages 33-42)

MetroPlan Staff: Martin Ince

Recommendation: Staff recommends adoption of the 2020 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan

[Motion: TAC member Anne Dunno made a motion to adopt the 2020 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan. TAC member Andrew Iacona seconded the motion. The motion was passed unanimously.](#)

D. MetroPlan Project Criteria Process Update (Pages 13--17)

MetroPlan Staff: Dave Wessel

Recommendation: No recommendation is being made. Staff will provide information on the Call for Projects

[Recommendation: TAC members would like to continue review of the document provided and discuss again next month.](#)

E. P2P Priorities (Pages 33-42)

MetroPlan Staff: Dave Wessel

Recommendation: This item is for discussion only.
[This item was skipped in the interest of time.](#)

F. Federal Stimulus Infrastructure (Pages 33-42)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made. Staff will provide an update on developments with current and potential transportation funding.
[his item was for discussion only.](#)

G. Lone Tree Traffic Interchange Discussion (Pages 31-32)

MetroPlan Staff: Dave Wessel

Recommendation: None. This item is for discussion only.

[This item was skipped in the interest of time.](#)

H. Items from the Executive Director

I. Review the Draft Executive Board Agenda (Pages 43-47)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

J. Future Agenda Items

MetroPlan Staff: Jeff Meilbeck, Executive Director

Recommendation: Discuss items for future MetroPlan agendas.

[Nate requests we carry forward items from this agenda: P2P Priorities; Lone Tree Traffic Interchange discussion; Project Priority Process.](#)

IV. CLOSING BUSINESS

A. ITEMS FROM THE BOARD



(Board members may make general announcements, raise items of concern or report on current topics of interest to the Board. Items are not on the agenda, so discussion is limited and action not allowed.)

B. ADJOURN

Chair Reisner adjourned the meeting at 3:33pm.



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STAFF REPORT

REPORT DATE: May 19, 2020

MEETING DATE: May 27, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: David Wessel, FMPO Planning Manager

SUBJECT: TIP 2021-2025 Recommendation to Adopt

i Staff recommends the TAC adopt the FY 2021-2025 Transportation Improvement Program

1. Related Strategic Workplan Item

i FMPO (MetroPlan) leverages resources

2. Background

i MetroPlan is mandated to produce a Transportation Improvement Program (TIP) to track regional federal transportation spending. The TIP indicates the year that funds will be obligated for a project. The TIP is updated annually and requires public participation including a Call for Projects and Call for Public Comment.

The FY 2021-2025 TIP is the next iteration of this project. The Call for Projects and Public Comment period are complete. No projects or comments were submitted by the public. All member agencies submitted their respective projects and these are reflected in the attached draft TIP.

The TAC is asked to recommend adoption of the TIP to the Executive Board for action at their June 3, 2020 meeting. MetroPlan staff will make any changes recommended by the TAC prior to final presentation to the Board.



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3. Fiscal Impact

- i** *There have been charges of approximately \$600 each for the two ads run the Daily Sun paper and on their website.*

4. Alternatives

- i**
 - 1) Recommend adoption to the Board. **Recommended.** This complies with both ADOT expectations and the Board-approved TIP Adoption Schedule. Changes to the TIP will be handled by the usual amendment process*
 - 2) Defer action until July (TAC) and August (Board) when all member agency capital improvement program adjustments are complete. **Neutral.** This recognizes the revenue disruptions related to COVID-19 and reactions to them by member agencies and incorporates them directly into the TIP as opposed to an amendment process. By virtue of ADOT's eSTIP program, the adoption timeline is more fluid. MetroPlan staff will likely not enter project into eSTIP until all member agency adjustments are complete.*

5. Attachments

- i** [Draft MetroPlan FY 2021-2025 Transportation Improvement Program](#)



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STAFF REPORT

REPORT DATE: May 19, 2020

MEETING DATE: May 27, 2020

TO: Honorable Chair and Members of the Executive Board

FROM: Jeff Meilbeck, Executive Director

SUBJECT: Strategic Workplan Update

1. Recommendation:

i This item is for information only and no recommendation is being made.

2. Related Strategic Workplan Item

i This report applies to all items on the Strategic Workplan.

3. Background

i In February 2020 the Board adopted a Strategic Workplan for MetroPlan including specific measurable objectives with time constraints. Staff will provide a report on progress made to date and will make projections for future deliverables.

4. Fiscal Impact

i There is no fiscal impact associated with this report.

5. Alternatives

i This item is for information only, so no alternatives are being provided.



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6. Attachments

i *The current Strategic Workplan is attached as the last page of the TAC packet.*



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STAFF REPORT

REPORT DATE: May 20, 2020

MEETING DATE: May 27, 2020

TO: Honorable Chair and Members of the Board

FROM: Jeff Meilbeck and David Wessel

SUBJECT: Project Priorities Process and Update

1. Recommendation:

i Staff recommends that the TAC adopt project priorities for MetroPlan and recommend adoption to the Board.

2. Related Strategic Workplan Item

i Clarify MetroPlan's role and how it will support member agencies in the region by inventorying regional priorities, evaluating projects through a relevant prioritization matrix, choosing 3 top projects for MetroPlan and identifying the role MetroPlan will play in each project.

3. Background

i In February 2020, the Technical Advisory Committee (TAC), Management Committee (MC) and Executive Board approved a methodology for prioritizing MetroPlan projects. Since February, MetroPlan's Transportation Planning Manager, David Wessel, has invested many dozens of hours interviewing technical staff from member agencies, creating a system to document and analyze projects, and reviewing the information with agency staff. The effort resulted in more than 80 projects that were sliced, diced, measured and prioritized in a number of different ways.

In April 2020 the TAC and MC reviewed the projects and they will do so again in late May.

While going through the exercise it became clear that MetroPlan needed to do more than identify 3 project priorities. In other words, we had to consider the breadth of MetroPlan's responsibilities and put planning project priorities into context with other activities. For example, although MetroPlan may identify the Lone Tree TI as a



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priority planning project, MetroPlan may still want to pursue bicycle and pedestrian funding opportunities. Further, MetroPlan will be engaged in and put staff resources towards planning projects of our partners such as the City's efforts on the Lone Tree Corridor, ADOT's efforts on the Milton Corridor, and Mountain Line's efforts on the Bus Rapid Transit system. Finally, MetroPlan has ongoing responsibilities for data collection and management for the regional transportation system.

MetroPlan compiled all the organizational inputs and sorted them by Regional Importance, Action Need, MetroPlan Involvement and Total Score. The 80 plus separate projects were identified and discussed with the MetroPlan TAC. These projects were then distilled into the top 20 projects and organized in the following way:

- Planning Projects that MetroPlan will lead (3 - 5)*
- Funding Projects that MetroPlan will lead (3-5)*
- Member Agency Projects that MetroPlan will support (3-5)*
- Ongoing MetroPlan project responsibilities that must be continued (3-5)*
- Remaining top 20 projects that are not prioritized for MetroPlan effort at this time.*

Discussion

One of MetroPlan's Guiding Principles is to be focused. By identifying 15 to 20 projects instead of 3, a case could be made that MetroPlan's efforts are too diffuse and may lead to ineffectiveness. This is an important consideration. However, staff believe that by prioritizing projects into different categories, managing staff time carefully, and managing to a 3 year time horizon we can be effective. Simply put, the breadth of work happening in the region requires MetroPlan to be strategic in how it will partner and support member agencies as well as how it will lead. Staff believe the attached matrix accomplishes these goals.

4. Fiscal Impact

i *All priorities will be managed within MetroPlan's budget. MetroPlan's priorities do not drive the budget so much as the budget drives MetroPlan's capacity to work on the projects. For example, if "Main Street" is identified as a priority, MetroPlan will need to approach the project in a manner that meets budget constraints. Although MetroPlan can pursue grants for projects, the project budgets will not be increased until the grants are received and the Board has opportunity to consider them.*



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5. TAC and Management Committee Discussion

- i** *The TAC and Management Committee reviewed the projects in April and asked staff to bring recommendations back in May with recommendations for action. As of this writing the TAC and Management Committee have not yet met.*

6. Alternatives

- i** *Adopt project priorities. This alternative will allow MetroPlan to focus on projects based on clear understanding from all member agencies*
Modify and adopt project priorities. This alternative will incorporate recommended changes and bring them to the Board for discussion.
Do not adopt project priorities (not recommended). Adopting project priorities will provide needed focus for the organization. Failing to adopt project priorities will put MetroPlan in a more reactive position.

7. Attachments

- i** *MetroPlan All Partners Project Priorities*
MetroPlan Project Priorities Recommendation

Priority Matrix	MetroPlan Regional Project Assessment - 2020												
	Regional Importance				Action Need				MetroPlan Involvement				
All Projects	Urgency	Magnitude	Multi-modalism	Regional Impact	a	Plan Need	Funding Need	b	Multi-Agency	Staff Need	Funding Opportunity	Long Term Need	c
eg a a s a Pa P	5	4	5	5	19	5	3	8	5	4	3	5	17
Pe es a B e Pe e s	5	4	5	4	18	3	5	8	4	4	5	5	18
. e e	5	5	5	3	18	4	3	7	5	3	4	5	17
e e P	3	3	3	5	14	5	5	10	3	5	5	5	18
eg a Pa a e	4	4	5	5	18	4	4	8	5	2	3	5	15
a s a e g	3	3	5	5	1	3	3		5	4	5	5	19
e P	4	4	4	5	17	5	3	8	4	4	5	3	1
A P	5	5	4	4	18	3	3		4	3	4	5	1
s ee g s g s ee s a e	3	5	5	4	17	4	4	8	3	4	3	5	15
g g a g	5	4	4	4	17	2	4		5	3	5	4	17
es - B	4	4	4	4	1	4	5	9	4	4	4	3	15
es - e8()	3	4	3	5	15	4	5	9	5	3	4	4	1
A PA a a	3	5	4	5	17	2	5	7	4	3	5	4	1
P	3	4	5	5	17	5	4	9	3	3	3	4	13
. P e 4 ee	5	5	2	5	17	3	3		5	2	4	5	1
a e e e e ge	3	4	4	5	1	3	5	8	3	4	3	5	15
a a e g	4	5	4	4	17	2	5	7	4	2	3	5	14
e ee -40- e ee	3	4	4	4	15	4	5	9	3	4	3	4	14
e e a	4	4	4	4	1	1	5		4	4	2	5	15
e e s	5	1	3	5	14	5	5	10	2	3	5	3	13
P ga g e e s e	4	3	5	4	1	4	3	7	4	3	3	4	14
P ga g e s a	5	5	5	5	20	3	2	5	3	2	3	3	11
a s a Pa e -	5	1	3	5	14	5	5	10	2	3	5	3	13
180- e s	4	3	5	4	1	4	3	7	4	3	3	4	14
a s a Pa gs ee s	5	5	5	5	20	3	2	5	3	2	3	3	11
as e a	5	5	5	5	20	3	2	5	3	2	3	3	11
e ee e ass	5	5	5	5	20	3	2	5	3	2	3	3	11

	2020		2021				2022				2023			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Planning Lead														
Regional Transportation Plan				150K			150K							
W. Route 66 CMP				150K			100K					100K		
Lone Tree TI					250k									
Regional Strategic Safety Plan												TBD		
Milton Underpass				100k										
Funding Pursuit														
Ped/Bike Projects														
Smart Signals														
Build America Bureau - Financing														
CARES 2														
Planning Support														
Milton/180 CMP (ADOT)														
BRT (Mtn. Line)														
Regional Plan Update/JWP														
Transit Election														
5-Year Transit Plan														
Routine/Advocate/														
Transportation Modeling (R)														
Transportation Data Counts ®														
Active Transportation MP (A)														
TSMO (A/T)														
Prop 419/420 Public Involvement														



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STAFF REPORT

REPORT DATE: May 19, 2020

MEETING DATE: May 27, 2020

TO: Honorable Chair and Members of the TAC

FROM: Jeff Meilbeck, Executive Director

SUBJECT: Federal Transportation Infrastructure Funding

1. Recommendation:

i This item is for information only.

2. Related Strategic Workplan Item

i Secure at least \$2.1 Million in resources over the next 5 years in a manner that directly benefits member agencies (at least \$750,000 by June 30, 2021)

3. Background

i Government response to the global COVID-19 pandemic has been robust and continues to evolve. As of this writing three pieces of federal legislation have been passed:

The Coronavirus Preparedness and Response Supplemental Appropriations Act passed with near unanimous support in both the House and Senate, was signed into law by the President on March 6, 2020. The bill provides \$8.3 billion in emergency funding for federal agencies to respond to the coronavirus outbreak. Of the \$8.3 billion, \$6.7 billion (81%) is designated for the domestic response and \$1.6 billion (19%) for the international response. There is no infrastructure funding in this bill.

The Families First Coronavirus Response Act provides paid leave, establishes free coronavirus testing, supports strong unemployment benefits, expands food assistance for vulnerable children and families, protects front-line health workers, and provides additional funding to states for the ongoing economic consequences of the pandemic, among other provisions.



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The Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748)

The CARES Act is intended to provide the country with \$2.3 trillion of aid to counter the physical and economic effects of the COVID-19 pandemic. From a transportation perspective, the bill provides \$114 billion for transportation-related purposes, \$88 billion of which for aviation-related grants (as well as industry loans and loan guarantees). Of the remaining \$26 billion, most of that goes to transit (\$25 billion) and Amtrak (\$1+ billion). The specific apportionment for the Flagstaff area was \$7,202,736, requires no local match, can be used for operating expenses to keep the transit system running, and does not have to be included in the TIP or STIP. Furthermore, there are small urban communities in the State of Arizona that may not be eligible for these transit funds and Mountain Line may be able to compete for a larger pool of funds in coming months and years.

Helping Emergency Responders Overcome Emergency Situations (HEROES Act). (Pending as of May 14, 2020). The Heroes Act creates new State and Local Coronavirus Relief Funds through the Department of the Treasury to help first responders, frontline health workers, transit employees, teachers, and other workers providing vital services. Funds can be used for COVID-related expenses, to replace foregone revenues not projected on January 31, 2020, or to respond to negative economic impacts of COVID. Funds are available until expended, providing flexibility over the next several years.

CARES Act II (Pending)

Advocacy on infrastructure funding is being expressed by many organizations

- The American Association of State Highway and Transportation Officials (AASHTO) recently urged Congress to provide \$50 billion in emergency relief and a six-year, nearly \$800 billion surface transportation reauthorization bill.
- Transportation Business Partners (TRB) is advocating for \$49.95B to be distributed to State DOT's and that the surface transportation bill be reauthorized.
- The American Metropolitan Planning Association (AMPO), National Association of Regional Councils (NARC) and others are recommending a \$20B appropriation to Metropolitan Planning Organizations and Regional Councils of Government.
- The House of Representatives drafted a "moving forward framework" to outline an approach for infrastructure funding. This funding proposal would



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provide significant funding for transportation projects and an early summary of the framework is attached.

Given the anticipated drop in local sales tax revenues, and the federal funding that has been infused into most other sectors of the economy, it seems possible that local projects will become eligible for federal funding. For example, the BUILD grant program may be increased, and projects in that pipeline may be accelerated. Furthermore, new sources of funding, be they competitive or formula, may be available to local and state governments if a fourth stimulus bill is enacted. It is widely anticipated that Congress will pursue an infrastructure bill, such as CARES Act II, with as much as \$2 Trillion for infrastructure and job creation programs.

At this point we don't know what the funding package will look like. Funds might be distributed by formula, competitively, or a combination of both. If the distribution is competitive there is reason to suspect that Arizona will fare well due to national political dynamics and because we have many excellent projects.

4. Fiscal Impact

i *At this time fiscal impacts are unknown. Mountain Line has received \$7.2 Million of funding that requires no local match. It is possible that state and local transportation infrastructure projects will receive similar beneficial consideration, but that remains to be seen.*

5. TAC and Management Committee Discussion

i *The TAC and Management Committee reviewed this item in in April and in May. The TAC identified the possibility of creating a shared list of regional projects, but no decision was made. The TAC did not review the request to join the coalition because the request did not come from RTAC until April 30th*

6. Alternatives

i *No recommendation is being made so no alternatives are being provided.*

7. Attachments

i 1) AASHTO Letter to Congress on COVID-19 Phase 4 FINAL - 2020-04-06



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- 2) *TPB COVID 19 FAST Act Reauthorization Memo*
- 3) *RTAC Legislative Update May 18, 2020*
- 4) *Heroes Act State and Local Relief Funds*

April 6, 2020

The Honorable Nancy Pelosi, Speaker, United States House of Representatives
The Honorable Mitch McConnell, Majority Leader, United States Senate

The Honorable Kevin McCarthy, Republican Leader, United States House of Representatives
The Honorable Charles E. Schumer, Democratic Leader, United States Senate

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

As the organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico, the American Association of State Highway and Transportation Officials (AASHTO) lauds Congress’s historic response to the COVID-19 pandemic. We very much appreciate your significant and timely support for aviation, passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act last month. Despite the uncertainty and rapidly-changing nature of this pandemic, state DOTs are working tirelessly to ensure the health and safety of their residents, employees, and the traveling public as they maintain their transportation systems.

We now urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation— the “Phase 4” emergency relief and economic recovery package. First, we request an immediate \$49.95 billion in flexible federal funding to offset what we estimate will average at least a 30 percent loss in state transportation revenues in the next 18 months. This federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsides, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization.

These actions to shore up our nation’s highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

Immediate Revenue Backstop for State DOTs

Congress should provide \$49.95 billion as an immediate revenue backstop to state DOTs in order to prevent major disruptions in their ability to operate and maintain their transportation systems during this national emergency. Compared to \$111 billion in state transportation revenues in FY 2019, preliminary projections from state DOTs show at least a 30 percent decline on average for the next 18 months. In addition, most recent data from INRIX shows that personal travel dropped between 38 and 44 percent nationally through the week ending March 27, 2020, and may worsen in the coming weeks. As such, AASHTO’s request of \$49.95 billion in emergency funding distributed to state DOTs via formula is composed of \$16.7

billion for the remainder of FY 2020 (estimated 30 percent state revenue cut prorated over six months) and \$33.3 billion for all of FY 2021 (estimated 30 percent state revenue cut for a full year). This crucial federal backstop will prevent cancellations and delays of projects as well as potential job losses both in the State DOT workforce and the private sector.

Treatment as state revenue. Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

Operations and maintenance support. State DOT operations and maintenance activities should be fully eligible for funds provided as the revenue backstop. This will enable states to help pay for unusually heavy expenses resulting from extraordinary conditions caused by COVID-19, ranging from meeting payroll for state DOT workforce to prevent furloughs or layoffs to improving remote-working systems to prevent IT system overload contributing to project delivery delays and increased costs.

100 percent federal share. The estimated state revenue cuts threaten the ability to provide state and local match in the near term for the traditional Federal-aid Highway Program. In addition to supporting immediate capital, operations, and maintenance needs at state DOTs, this feature will also provide states the necessary fiscal space to meet existing debt obligations.

Sensible reporting. Taking lessons learned from past recovery efforts, we request Congress to not include maintenance of effort requirements and to avoid overlapping reporting and oversight requirements from multiple entities.

Obligation timeline. We request the backstop funds for both FY 2020 and FY 2021 to be available for obligation through September 30, 2021.

Platform for National Economic Recovery and Growth

Transportation investment is a proven platform for economic activity with long-lasting mobility and productivity benefits. Yet the Fixing America's Surface Transportation (FAST) Act which has provided five years of funding stability and certainty to state DOTs will expire in just six months. In the upcoming aftermath of the economic shock due to COVID-19, Congress must take bold and historic action to revitalize our nation's economy and secure our long-term future by enacting a robust, long-term surface transportation package that invests in highway, highway safety, transit, and passenger rail programs in every state and community across America. In addition, Congress should look to once again reauthorize the Water Resources Development Act on time.

According to the US Department of Transportation's *Conditions and Performance Report: 23rd Edition*, our nation's total investment backlog in 2014—the latest year available—stood at \$902 billion, comprising a highway and bridge backlog of \$786 billion and a transit backlog of \$116 billion. This cumulative backlog—resulting from decades of underinvestment—represents all

highway, bridge, and transit improvements that could be economically justified for immediate implementation.

To address this backlog and stimulate the economy we request that you double the amount of federal surface transportation funding and reauthorize these programs for at least another six years. These actions will finally put us on the path to eliminate this longstanding investment backlog by the end of this decade while meeting arising asset condition and performance needs to support and sustain our multiyear economic recovery and growth.

In providing these resources, we recommend that Congress utilizes contract authority for funding stability and certainty. In addition, we ask you to focus on maximizing formula-based dollars provided directly to states through the existing core formula programs and avoid incorporating untested new programs and discretionary grants that tend to add both uncertainty and additional costs to project sponsors.

To assist in enacting the next surface transportation authorization, we are proud to share [AASHTO's recommended policies](#) adopted by our Board of Directors last October for your consideration, including our Core Policy Principles:

Ensure timely reauthorization of a long-term federal surface transportation bill.

- Funding stability provided by federal transportation programs is absolutely crucial to meet states' capital investment needs, which take multiple years to plan and construct.
- A long-term transportation bill is needed in order to avoid an authorization gap upon FAST Act expiration in September 2020. Short-term program extensions cause unnecessary program disruptions and delays safety and mobility benefits to states and communities.

Increase and prioritize formula-based federal funding provided to states.

- The current federal highway program optimally balances national goals with state and local decision making.
- Formula-based transportation funding reflects the successful federal-state partnership by ensuring the flexibility necessary for each state to best meet its unique investment needs.
- Congress should increase the formula-based program's share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.

Increase flexibility, reduce program burdens, and improve project delivery.

- Increase programmatic and funding flexibility to plan, design, construct and operate the surface transportation system.
- Reduce regulatory and programmatic burdens associated with federal programs that are not part of the project approval process.
- Modernize Clean Water Act, Clean Air Act, and Endangered Species Act processes to improve transportation and environmental outcomes and reduce delays.
- To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and the associated accountability.

Support and ensure state DOT's ability to harness innovation and technology.

- Innovative approaches and technologies should be embraced to achieve a safer and more resilient, efficient and secure surface transportation system.
- State DOTs, as infrastructure owners and operators, need the 5.9 GHz spectrum for transportation safety and connected vehicle deployment purposes.
- Preserve state and local government authority to regulate operational safety of autonomous vehicles.
- Preserve state and local government authority to responsibly manage data collected from transportation technologies.

In addition to strengthening and securing federal highway and transit programs, we urge Congress to improve our nation's passenger rail and water transportation systems.

Ensuring Investment in America's State-supported Passenger Rail Network

Twenty-one public agencies in 18 states across the United States are responsible for 29 passenger rail routes serviced by Amtrak. At least \$55 billion has been identified by Amtrak for intercity passenger rail to support critical infrastructure, procurement of new passenger fleet, and to advance station development and ADA compliance of both the Northeast Corridor and National Network. Federal funding should be eligible for states or entities designated by a state and will dramatically improve passenger rail mobility and travel options in our nation for the long term.

Continuing our National Commitment to Improve Water Transportation

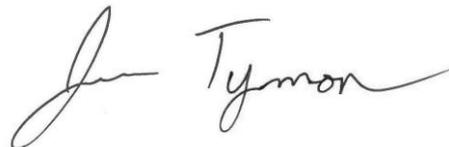
Water transportation is a vital element of the national multimodal transportation system and essential to the efficient movement of freight. AASHTO urges Congress to pass the next Water Resources Development Act (WRDA) this year which would authorize the critical U.S. Army Corps of Engineers (USACE) port, waterway, flood protection, and other water infrastructure improvements across the country. In addition to this reauthorization, it is imperative to address the growing backlog of authorized, but unconstructed USACE projects. A timely reauthorization of WRDA and supplemental funds to address this backlog will dramatically improve and modernize our ports, harbors, and waterways for the future of our nation's economic competitiveness.

Thank you again for your bold leadership during this unprecedented crisis and for your consideration of state DOTs' request for the next COVID-19-related legislation. If you have any questions, please contact Joung Lee, AASHTO's Director of Policy and Government Relations at 202-624-5818 or jlee@aaasho.org.

Sincerely,



Patrick K. McKenna
President, AASHTO
Director, Missouri DOT



Jim Tymon
Executive Director, AASHTO

cc:

The Honorable Richard Shelby, Chair, Senate Appropriations Committee
The Honorable Patrick J. Leahy, Ranking Member, Senate Appropriations Committee
The Honorable Susan Collins, Chair, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Jack Reed, Ranking Member, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Michael Crapo, Chair, Senate Banking, Housing, and Urban Affairs Committee
The Honorable Sherrod Brown, Ranking Member, Senate Banking, Housing, and Urban Affairs Committee
The Honorable John Barrasso, Chair, Senate Environment and Public Works Committee
The Honorable Thomas R. Carper, Ranking Member, Senate Environment and Public Works Committee
The Honorable Roger Wicker, Chair, Senate Commerce, Science, and Transportation Committee
The Honorable Maria Cantwell, Ranking Member, Senate Commerce, Science, and Transportation Committee
The Honorable Chuck Grassley, Chair, Senate Committee on Finance
The Honorable Ron Wyden, Ranking Member, Senate Committee on Finance
The Honorable Nita M. Lowey, Chair, House Appropriations Committee
The Honorable Kay Granger, Ranking Member, House Appropriations Committee
The Honorable David E. Price, Chair, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Mario Diaz-Balart, Ranking Member, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
The Honorable Peter A. DeFazio, Chair, House Transportation and Infrastructure Committee
The Honorable Sam Graves, Ranking Member, House Transportation and Infrastructure Committee
The Honorable Eleanor Holmes Norton, Chair, House Transportation and Infrastructure Subcommittee on Highways and Transit
The Honorable Rodney Davis, Ranking Member, House Transportation and Infrastructure Subcommittee on Highways and Transit
The Honorable Richard Neal, Chair, House Ways and Means Committee
The Honorable Kevin Brady, Ranking Member, House Ways and Means Committee

COVID-19 ECONOMIC STIMULUS/INFRASTRUCTURE INVESTMENT

Federal COVID-19 stimulus investment has not been directed to highways and roads yet. It is critically important that this sector also receive assistance to avoid further employment losses.

The COVID-19 pandemic requires an injection of federal funds to help stabilize state and local economies and backstop infrastructure budgets that have been severely impacted. The significant return on investment will create near-term economic recovery, jobs, and long-term growth.

Projections are showing decreases in state motor fuel tax as vehicle traffic declines by 50 percent in most parts of the country due to work and travel restrictions. An estimated 30 percent average decline in state departments of transportation (DOTs) revenue is forecasted over the next 18 months. Transportation projects previously set to move forward are being delayed. Supporting immediate infrastructure investment will enable essential workers such as engineers, contractors, and suppliers to remain employed.

The Highway User Revenue Fund (HURF), dependent on fuel taxes and car purchases, is expecting a drastic shortfall in revenues. The impact on revenue and bonds, according to the Arizona Department of Transportation (ADOT) may exceed \$500,000,000.

Local revenue generators such as the Regional Area Road Fund (RARF) in Maricopa County and the Regional Transportation Authority (RTA) in Pima County are also expected to be seriously reduced. Local funding from other sources are also likely to follow these same trends.

In the next COVID-19 relief package, we urge the President and Congress to:

- Provide a \$49.95 billion infusion of federal funding to state DOTs.
- Appropriate adequate funding to ensure all federal, state, regional, county, and municipal infrastructure programs are held harmless from transportation revenue losses due to the COVID-19 crisis; that such funding has flexibility enabling it to be directed according to state, regional and local priorities including maintenance; that it has no local match requirement; and that it can be used as match funding for other federal transportation dollars.
- Extend funding obligation timelines.
- Streamline federal processes that slow project development, design, and construction.
- Ensure that state and local governments are made whole to prevent shortfalls that may lead to sweeps of dedicated infrastructure investment funds, including the HURF.
- Reauthorize the FAST Act for at least six years and significantly increase the funding for all surface transportation programs with an emphasis to complete critical projects that have been publicly vetted, prioritized and are in the pipeline.

FAST ACT REAUTHORIZATION

The centerpiece of a national infrastructure-based recovery agenda should be a multi-year reauthorization of the nation's surface transportation law – the FAST Act – with sustainable and growing revenues to support critical highway and transit projects. Congress has an opportunity to provide the resources and program enhancements to upgrade our current roads, bridges, transit and rail systems to address years of deferred maintenance and rehabilitation, while modernizing our networks to accommodate expected growth in population and freight movement, incorporate new technologies, improve safety, and strengthen resilience. Major points to consider include:

Arizonans have committed tremendous financial resources to its vital infrastructure ensuring economic prosperity. Our state continuously demonstrates a strong commitment to infrastructure through dedicated funds and general fund appropriations.

Over 20,000 jobs are created or maintained for every \$1,000,000,000 invested in infrastructure. The result of these jobs is a transportation infrastructure that enables the critical supply chain for commerce flow smoothly.



Central Arizona Governments
Central Yavapai Metro. Planning Org.
Flagstaff Metropolitan Planning Org.
Lake Havasu Metro. Planning Org.
Northern Arizona Council of Gov'ts.
Sierra Vista Metro. Planning Org.
Southeastern Arizona Governments Org.
Sun Corridor Metro. Planning Org.
Western Arizona Council of Gov'ts.
Yuma Metropolitan Planning Org.

May 18, 2020

RTAC LEGISLATIVE UPDATE

STATE TRANSPORTATION BOARD RECEIVES GRIMMER REVENUE OUTLOOK:

While still dealing with a tremendous level of unknowns, ADOT updated their revenue forecasts on Friday and provided recommendations to the State Transportation Board to adjust the state's five-year construction program to meet the new fiscal reality. ADOT now anticipates a \$711M loss in revenue over the next three years compared to the \$385M loss projected last month which covered a two-year span. Last month's estimates also triggered the deferment of \$155M in scheduled Highway User Revenue Fund (HURF) bonds which combined with the new lost revenue estimates brings the new total fiscal impact to \$866M. Losses are anticipated beyond 2022 but the Department expects the bulk of the impact to occur over the next three years.

ADOT is proposing the following modifications to the State's construction program for Fiscal Years 2020-2022 which the State Transportation Board may vote on at their next regularly scheduled meeting on June 19th. The proposals will also likely be discussed at the Board's study session on June 2nd:

- \$10M cut in operating costs.
- Postpone I-17 (Anthem to Sunset Point) and return \$90M INFRA Grant.
- Convert SR189 (Nogales) to more formula funding and return \$25M TIGER Grant.
- Suspend Parks, Public Private Partnership, State Design & Grant Application costs.
- Suspend the HURF Exchange Program through Fiscal Year 2022.
- Fund remaining shortfalls with State Highway Fund (SHF) reserves which may impact the State's bond rating.

The INFRA and TIGER grant returns would result from the inability of the state and locals to no longer deliver on match requirements. There has been a strong effort on the part of national and Arizona transportation stakeholders to direct COVID-19 relief to states, regions and local governments by several means including funding to offset transportation revenue losses and also greater flexibility with federal funding to include the waiving of state and local match requirements. As evidenced by ADOT's proposed actions, waiving match requirements is an extremely important part of that ask jeopardizing \$115M in already awarded funding as well as the ability to pursue further federal funds.

As SR189 construction is already underway, in all likelihood, it will continue but a \$77M project deficit will need to be addressed. Deferring two other projects, on US93 near Wickenburg and SR77 outside of Tucson, were suggested as an option. This would keep SR189 on track but eliminate the other two projects. It would also not enable ADOT to retain the TIGER Grant

funding as the revenue from the other two projects is federal and ineligible for use as the needed match funding. While this is the current recommended option, ADOT did not rule out cancelling or modifying the SR189 project which greatly impacts the economic competitiveness of the Nogales port-of-entry.

The I-17 widening from Anthem to Sunset Point, including the flex lane additions, is in greater jeopardy. In addition to potentially losing the \$90M INFRA Grant funding, the \$130M directed from last year's state budget was from anticipated growth in the State Highway Fund (resulting from Highway Safety Fee revenue) rather than a direct appropriation which will evaporate if the adjusted revenue forecasts hold true. The outlook for I-17 is greatly dependent on COVID-19 relief, both waiving the federal grant match requirements and federal funding to offset the state and regional transportation revenue losses.

For the ADOT five-year construction program update, which will cover fiscal years 2021-2025, Greater Arizona is expected to lose \$584.6M in funding over the five years. The proposed plan is to eliminate all new construction except for a US95 widening that supports the Yuma Proving Ground (YPG) which was paid for with a legislative General Fund appropriation last year and a \$1.25 million utility relocation project on SR69 in Yavapai County. The budget for modernization projects will also be reduced. The remaining balance will result in a further inadequate, diminished level of preservation funding and further deterioration of bridge and pavement conditions across Greater Arizona.

STATE COALITION URGES THE PRESIDENT AND CONGRESS TO PROVIDE TRANSPORTATION RELIEF TO STATES AND LOCALS:

A coalition of Arizona private and public sector groups including RTAC are urging federal lawmakers to take proactive measures to protect transportation infrastructure in the next COVID-19 federal relief package. The potential drastic impacts described above at the state level will also play out at regions and local governments across Arizona if no relief is provided. Recommendations are:

- Provide a \$49.95B infusion of federal funding to state DOTs.
- Appropriate adequate funding to ensure all federal, state, regional, county, and municipal infrastructure programs are held harmless from transportation revenue losses due to the COVID-19 crisis; that such funding has flexibility enabling it to be directed according to state, regional and local priorities including maintenance; that it has no local match requirement; and that it can be used as match funding for other federal transportation dollars.
- Extend funding obligation timelines.
- Streamline federal processes that slow project development, design, and construction.
- Ensure that state and local governments are made whole to prevent shortfalls that may lead to sweeps of dedicated infrastructure investment funds, including the HURF.
- Reauthorize the FAST Act for at least six years and significantly increase the funding for all surface transportation programs with an emphasis to complete critical projects that have been publicly vetted, prioritized and are in the pipeline.

Please join the effort and urge federal lawmakers to pass the vital measures listed above. Please do not hesitate to contact Kevin Adam at RTAC, kadam@rtac.net, (480) 577-7209 if you have any questions or want further information about the coalition. I will forward the ADOT Board presentations on revenue estimates and the five-year program once they are posted.

THE HEROES ACT

A Bold Response to the Coronavirus Pandemic and the Economic Collapse



State and Local Coronavirus Relief Funds

The Heroes Act creates new State and Local Coronavirus Relief Funds through the Department of the Treasury to help first responders, frontline health workers, transit employees, teachers, and other workers providing vital services. Funds can be used for COVID-related expenses, to replace foregone revenues not projected on January 31, 2020, or to respond to negative economic impacts of COVID. Funds are available until expended, providing flexibility over the next several years.

States – \$500 billion

- \$250 billion awarded within 30 days of enactment to the 50 states and DC
 - \$51 billion divided equally among 50 states and DC
 - \$49 billion awarded based on the state's share of COVID cases
 - \$150 billion awarded based on the state's share of population
- \$250 billion awarded by May 3, 2021 to the 50 states and DC
 - \$51 billion divided equally among 50 states and DC
 - \$199 billion based on the state's share of unemployed individuals

Local governments – \$375 billion

- \$250 billion awarded within 30 days of enactment to all municipalities and counties
 - \$125 billion to municipalities using a modified CDBG formula
 - \$87.5 billion to entitlement municipalities (generally defined as those with populations of at least 50,000)
 - \$37.5 billion to non-entitlement municipalities (generally defined as those with populations of less than 50,000). These funds will be awarded to states, which must make awards to non-entitlement cities based solely on population within 30 days of receipt.
 - \$125 billion to counties based on population
- \$125 billion awarded one year after the date of enactment to all municipalities and counties
 - \$62.5 billion to municipalities using a modified CDBG formula
 - \$43.75 billion to entitlement municipalities (generally defined as those with populations of at least 50,000)
 - \$18.75 billion to non-entitlement municipalities (generally defined as those with populations of less than 50,000). These funds will be awarded to states, which must make awards to non-entitlement cities based solely on population within 30 days of receipt.
 - \$62.5 billion to counties based on population

THE HEROES ACT

A Bold Response to the Coronavirus Pandemic and the Economic Collapse



Territories – \$20 billion

- \$10 billion divided equally among the five territories within 30 days of enactment
- \$10 billion awarded based on the territory's share of population within 30 days of enactment

Tribes – \$20 billion

- Entire amount awarded within 30 days of enactment, based on the share of increased aggregate expenditures of each tribal government

Oversight – \$35 million for the Treasury Office of the Inspector General

Improvements to the CARES Act Coronavirus Relief Fund:

- Makes the District of Columbia whole by increasing its award so that it is treated as a state, not a territory
- Clarifies that only federally recognized tribal governments are eligible for payments in CARES and the HEROES Act
- Expands the use of funds to cover lost, delayed, or decreased revenue stemming from the COVID public health emergency



METROPLAN

GREATER # FLAGSTAFF

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STAFF REPORT

REPORT DATE: May 19, 2020
MEETING DATE: May 27, 2020
TO: Honorable Chair and Members of the TAC
FROM: Jeff Meilbeck, Executive Director
SUBJECT: FY20 Budget Update and FY21 Budget

1. Recommendation:

i No recommendation is being made. This item is for information only.

2. Related Strategic Workplan Item

i Complete MetroPlan's transition to independence so that MetroPlan is fully self-sufficient by June 30, 2020.

3. Background

i On May 6, 2020 the MetroPlan Executive Board adopted MetroPlan's FY 21 budget. This budget is consistent with the budget presented to the MetroPlan TAC and management committee in February 2020 but has been updated with revenue and expense projections.

Adopting an annual budget and 5 year financial plan for MetroPlan provides the level of forethought and fiscal responsibility needed for MetroPlan to continue to thrive. By reviewing actual expenses and projecting trends, MetroPlan is better able to plan for the future, take corrective action, capitalize on opportunities, and ensure that financial resources are aligned with organization goals.

A review of the MetroPlan's FY 2020 projection and FY 2021 budget reveals the following summary points and trends:

1. MetroPlan salaries and benefits are tracking to budget for FY 2020. MetroPlan salaries will decrease starting in FY 2021 because a half time Multi Modal Planner position is being moved to the City of Flagstaff.



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- 2. MetroPlan operating expenses are projected to be over budget in 2020. We are overbudget because MetroPlan continues to pay indirect costs to the City and is also incurring the costs of being independent. For example, MetroPlan is paying for legal counsel, office space and furnishings, and utilities. Starting in FY 2021 these costs will stabilize because MetroPlan will no longer be paying indirect costs.*
- 3. Travel expenses are projected to be less than budget due to COVID-19.*
- 4. Project expenses are projected to be significantly underspent in FY2020. We underspent projects because we have been assessing MetroPlan project involvement and limiting our expenses until our direction became clear. For example, we anticipated spending \$350,000 on the Lone Tree Corridor but have concluded through the strategic advance that the City of Flagstaff will be leading this process.*

Looking forward, we anticipate having approximately \$655,000 per year for projects starting in FY2021. This amount is maintained at approximately \$400,000 per year through 2025. Our revenue assumptions are conservative. We assume that all existing grants will remain at flat funding for the next 5 years and that no additional grants will be received.

MetroPlan is in the final stages of identifying project priorities for FY 2021 - FY 2023 and will be bringing a project workplan back to the TAC, Management Committee and Executive Board on June 3, 2020. As of this writing, staff recommends that the Board adopt a Project and Planning budget of \$664,993 which will be applied to specific projects based on the direction of the Executive Board in June.

4. Fiscal Impact

- i** *Adopting an FY 21 budget is designed to bring MetroPlan's funding priorities into alignment with its measurable objectives as identified in our Strategic Workplan. For example, the FY 21 budget has capacity to fund all the measurable objectives the Board adopted including updating the Regional Transportation Plan, pursuing additional funding, and prioritizing regional projects for MetroPlan to support.*

5. Alternatives

- i** *This item is for information only. No recommendation is being made and no alternatives are being provided.*



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6. Attachments

i *MetroPlan Financial Report and 5 Year Financial Plan.*

Financial Report

FY20 Budget Update and 5 Year Estimates

Year to date through

3/31/2020

	Budget	FY 2020 Year to Date Actual	Year End Projected	FY2021 Estimate	FY2022 Estimate	FY2023 Estimate	FY2024 Estimate	FY2025 Estimate
Fund Balance			-	97,676.51	126,476.50	155,276.49	184,076.48	126,312.10
Revenue								
Formula Grants	1,150,886.00	279,165.99	729,371.95	1,102,297.92	855,118.75	758,922.60	783,276.43	906,633.99
Competitive Gran	-	-	-	-	-	-	-	-
Local Revenue	424,500.00	141,500.00	141,500.00	91,974.63	80,102.68	171,347.75	59,574.94	30,000.00
Total Revenue	1,575,386.00	420,665.99	870,871.95	1,194,272.54	935,221.43	930,270.35	842,851.37	936,633.99
Expenses								
	Budget	Year to Date Actual	Year End Projected	Estimate	Estimate	Estimate	Estimate	Estimate
Salary/ERE	454,201.00	313,304.55	448,421.23	426,107.47	426,107.47	426,107.47	426,107.47	426,107.47
Operating	54,625.00	108,411.87	141,663.53	64,271.97	64,613.97	64,613.97	64,613.97	64,613.97
Travel	10,100.00	5,055.30	5,055.30	10,100.00	10,100.00	10,100.00	10,100.00	10,100.00
Projects	914,950.00	115,445.26	178,055.38	664,993.11	405,600.00	400,648.92	399,794.30	407,012.56
Total Expenditures	1,433,876.00	542,216.98	773,195.44	1,165,472.55	906,421.44	901,470.36	900,615.74	907,834.00
Revenue less Expenses	141,510.00		97,676.51	28,799.99	28,799.99	28,799.99	(57,764.38)	28,799.99
Fund Balance	141,510.00		97,676.51	126,476.50	155,276.49	184,076.48	126,312.10	155,112.09

Chart 1: FY20 Expenses
Budget to Projected

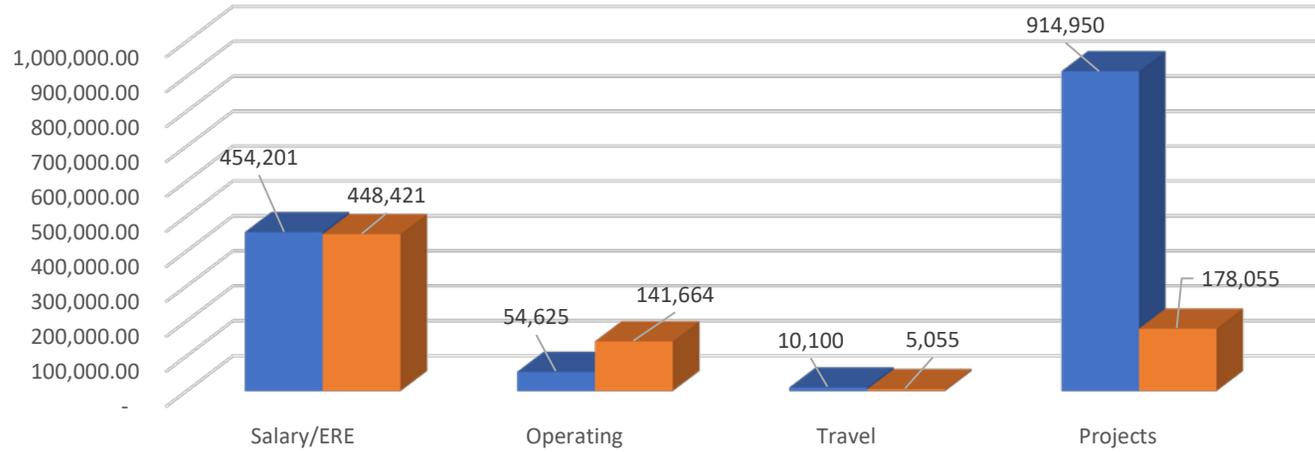


Chart 2: FY2020 Projected

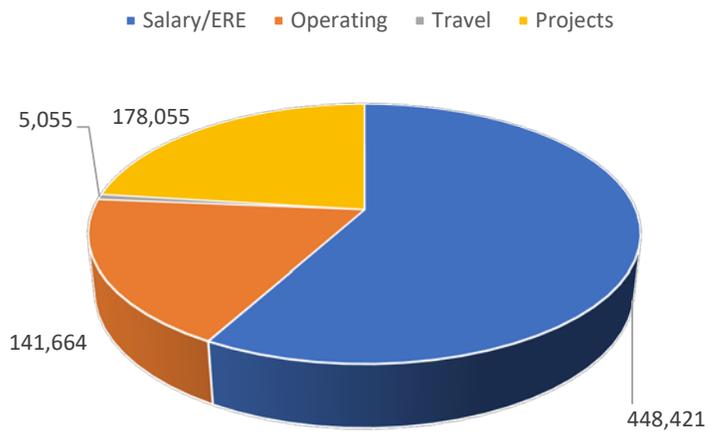
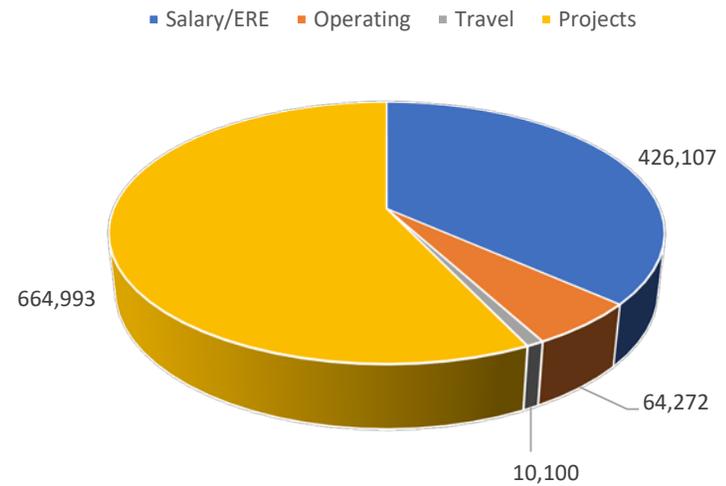
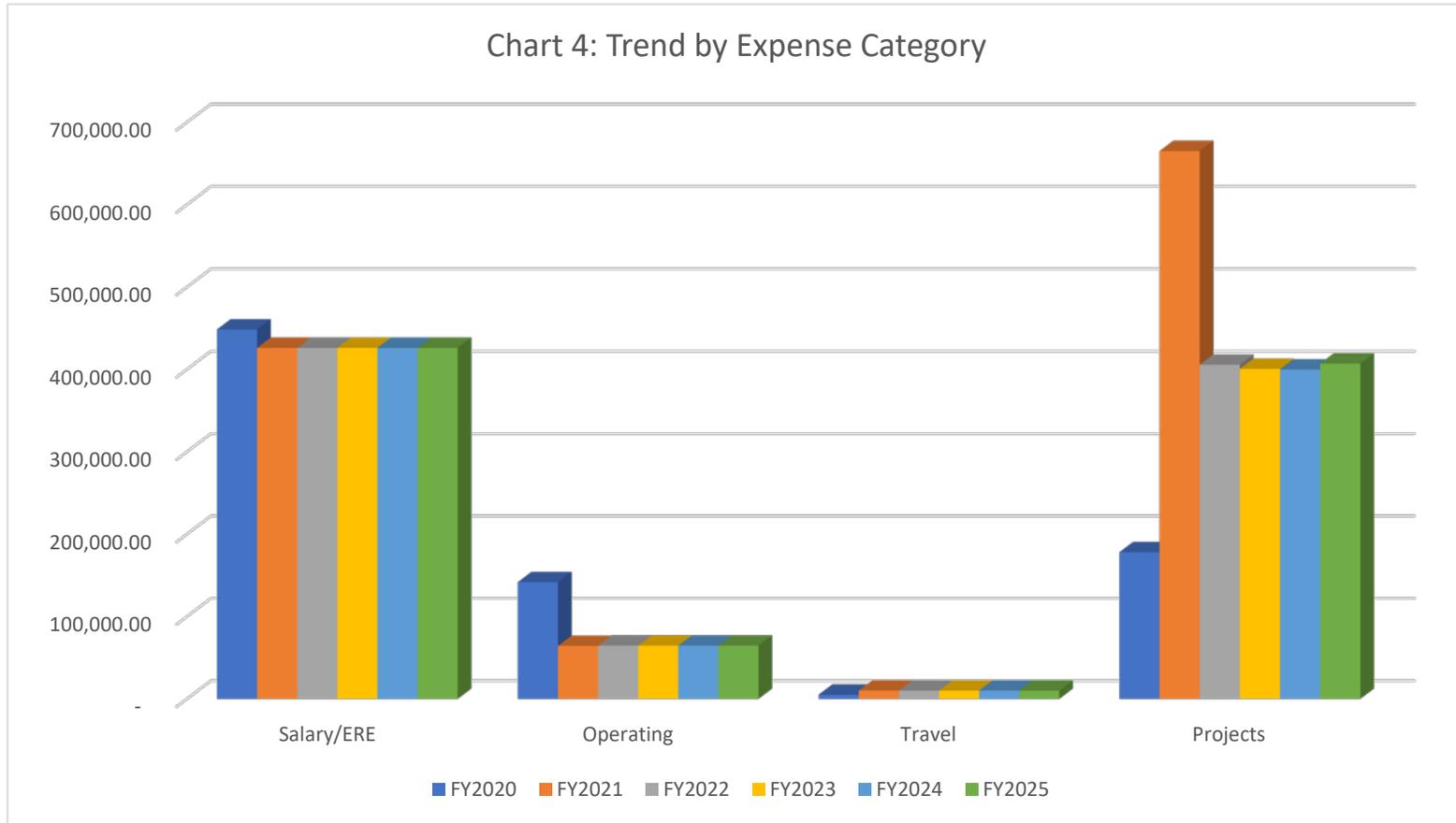


Chart 3: FY2021 Budgeted







MetroPlan
 Flagstaff Metropolitan Planning Organization
 Budget to Actuals
 7/1/2019-3/31/2020

		FY 2020 Adopted	YTD Actuals	FY 2020 Projected	FY 2021 Tentative 4/24/2020	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected
Revenue:									
Federal Grants		1,150,886.00	-	-	-	-	-	-	-
STBG	5.70%		204,560.00	542,213.27	691,012.64	441,243.37	441,243.37	492,638.24	601,761.00
PL	5.70%		25,164.72	25,701.94	113,386.76	213,464.65	136,770.65	126,081.00	141,080.99
SPR	20%		33,438.70	52,379.60	198,730.67	168,735.11	134,752.90	125,765.18	125,000.00
5305	20%		16,002.57	109,077.14	99,167.85	31,675.61	46,155.67	38,792.00	38,791.99
Federal Revenue:		1,150,886.00	279,165.99	729,371.95	1,102,297.92	855,118.75	758,922.60	783,276.43	906,633.99
Required Grant Match			26,246.12	74,692.04	123,096.86	89,676.76	80,165.43	78,538.02	85,849.37
County Contribution		5,000.00	5,000.00	5,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
City Contribution		22,500.00	22,500.00	22,500.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Mountain Line Contribution				-	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
Trsf From Transit Fund		283,000.00	-		61,974.63	50,102.68	141,347.75	29,574.94	-
Transfer from Road Repair & Street Safety		114,000.00	114,000.00	114,000.00	-	-	-	-	-
Local Revenue:		424,500.00	141,500.00	141,500.00	91,974.63	80,102.68	171,347.75	59,574.94	30,000.00
Total Revenue:		1,575,386.00	420,665.99	870,871.95	1,194,272.54	935,221.43	930,270.35	842,851.37	936,633.99
Expenditures:									
Salaries		384,428.00	267,036.50	368,643.80	308,005.00	308,005.00	308,005.00	308,005.00	308,005.00
Benefits		69,773.00	46,268.05	79,777.43	118,102.47	118,102.47	118,102.47	118,102.47	118,102.47
Salary/ERE:		454,201.00	313,304.55	448,421.23	426,107.47	426,107.47	426,107.47	426,107.47	426,107.47
Contracted Personal Services		-	12,664.75	12,664.75	-	-	-	-	-
Utilities-Telephone		1,500.00	1,337.82	2,044.62	2,519.99	2,519.99	2,519.99	2,519.99	2,519.99
Rental Expense			7,412.00	13,157.00	23,322.00	23,664.00	23,664.00	23,664.00	23,664.00
Postage and Freight		150.00	4.08	25.00	25.00	25.00	25.00	25.00	25.00
Memberships		1,200.00	431.74	1,200.00	-	-	-	-	-
Legal Services		-	7,612.16	15,612.16	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00
Other Professional Services		-	3,719.00	4,719.00	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00
Computer Equipment		1,200.00	581.88	581.88	1,500.00	1,500.00	1,500.00	1,500.00	1,500.00
Office Equipment Under \$5,000		425.00	941.45	2,543.66	2,100.00	2,100.00	2,100.00	2,100.00	2,100.00
Copying and Printing		1,850.00	4,479.80	2,440.00	425.00	425.00	425.00	425.00	425.00
Office Supplies		700.00	217.39	500.00	2,440.00	2,440.00	2,440.00	2,440.00	2,440.00
Computer Software		2,500.00	2,376.47	2,500.00	1,999.99	1,999.99	1,999.99	1,999.99	1,999.99



MetroPlan
 Flagstaff Metropolitan Planning Organization
 Budget to Actuals
 7/1/2019-3/31/2020

	FY 2020 Adopted	YTD Actuals	FY 2020 Projected	FY 2021 Tentative	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected
Drafting and Survey Supplies	100.00	7.10	7.10	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00
Non Library Books and Subscription	600.00	-	-	-	-	-	-	-
Food	1,200.00	482.22	482.22	-	-	-	-	-
Trophies and Awards	200.00	-	-	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00
Indirect Grant Charges-Debit	43,000.00	61,015.06	72,937.20	-	-	-	-	-
Accounting and Payroll			-	-	-	-	-	-
Insurance (Liability/Auto/Property)	-	-	-	3,299.99	3,299.99	3,299.99	3,299.99	3,299.99
Furnishings		5,128.95	5,578.95	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
IT Expense	-	-	4,670.00	4,740.00	4,740.00	4,740.00	4,740.00	4,740.00
Operations:	54,625.00	108,411.87	141,663.53	64,271.97	64,613.97	64,613.97	64,613.97	64,613.97
Travel, Lodging and Meals	5,500.00	4,250.30	4,250.30	5,500.00	5,500.00	5,500.00	5,500.00	5,500.00
Registration	1,000.00	710.00	710.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00
Education and Training	3,600.00	95.00	95.00	3,600.00	3,600.00	3,600.00	3,600.00	3,600.00
Travel and Training:	10,100.00	5,055.30	5,055.30	10,100.00	10,100.00	10,100.00	10,100.00	10,100.00
Consultant Fees	789,106.81	2,571.55	2,571.55	13,000.00	13,000.00	161,928.31	-	-
Advertising	1,950.00	3,024.95	4,460.95	2,600.00	2,600.00	2,600.00	2,600.00	2,600.00
Burgess and Niple Inc	111,248.29	56,045.01	111,248.29	-	-	-	-	-
LA Consulting Inc	12,644.90	15,971.90	15,971.90	-	-	-	-	-
Traffic Research And Analysis Inc		17,219.00	17,219.00					
SWCA Inc Environmental Consult		612.85	2,083.69					
Office Modifications		-	4,500.00					
NAIPTA		20,000.00	20,000.00	50,000.00	40,000.00	40,000.00	-	-
Milton Underpass				99,393.11	-	-	-	-
Small Local Projects				50,000.00	-	-	-	-
Lone Tree TI				150,000.00	100,000.00	-	-	-
W Route 66 CMP				150,000.00	100,000.00	96,120.61	-	-
Regional Transportation Plan (SPR)		-	-	150,000.00	150,000.00	-	-	-
McConnell Connector CMP				-	-	100,000.00	-	-
Planning Contingency				-	-	-	397,194.30	404,412.56
Projects:	914,950.00	115,445.26	178,055.38	664,993.11	405,600.00	400,648.92	399,794.30	407,012.56
Total Expenditures:	1,433,876.00	542,216.98	773,195.44	1,165,472.55	906,421.44	901,470.36	900,615.74	907,834.00
Increase (Decrease) in Fund balance			97,676.51	28,799.99	28,799.99	28,799.99	(57,764.38)	28,799.99

Travel

Location	Trip Description	Trip Name	Dates	# Attendees	# Days/Trips	Total Budgeted Cost	Actual Costs	Under (Over) Budget
							Total Actual Cost	
MD	AMPO Conference	AMPO	Oct-19	1	5 days	2,300.00	2,288.25	11.75
AZ	NARC Conference	NARC	Oct-19	1	2 days	1,325.00	508.14	816.86
AZ	Rural Transportation Summit	RTS				2,000.00	1,741.47	258.53
AZ	League of AZ Cities & Towns	League	Aug-19	1	4 days	1,200.00	-	1,200.00
AZ	Rural Trans. Advisory Council	RTAC	Monthly	1	12 trips		-	-
AZ	ADOT Board Meetings	ADOT	Monthly	1	12 trips		-	-
AZ	AZ Conference on Roads & Streets	ACRC	May-20	2	3 days	1,310.00	-	1,310.00
AZ	CTAA Board Meeting	CTAA	Monthly				-	-
AZ	COG & MPO Director's Meeting	MPO	Monthly				39.69	(39.69)
AZ	Local Travel/Training	Other	Various		N/A	1,965.00	477.75	1,487.25
						10,100.00	5,055.30	5,044.70



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GREATER # FLAGSTAFF

STAFF REPORT

REPORT DATE: May 20, 2020

MEETING DATE: May 27, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: David Wessel

SUBJECT: Federal Financing of Local Projects

1. Recommendation:

i No recommendation at this time.

2. Related Strategic Workplan Item

i 9. Support member agency efforts to secure a low interest loan to reduce local taxpayer interest expense by at least \$10,000,000 from budgeted amounts by June 30, 2021

3. Background

i In October 2019, MetroPlan staff presented the Downtown Flagstaff Rail Corridor to the Build America Bureau (BAB) seeking potential technical and financial support. Staff from the City of Flagstaff and FHWA Arizona Division attended by phone. BAB saw opportunity for federal financing of the project or its components including the Lone Tree Overpass utilizing one or both of the TIFIA and RRIF programs (Transportation Infrastructure Financing and Innovation Act and Railroad Rehabilitation and Investment Financing).

TIFIA and RRIF offer credit assistance for projects with known revenue streams such as toll receipts. City projects are funded through Propositions 419 and 420. Financing includes low interest loans with lower interest available under the Rural Initiatives Program for areas like Flagstaff. In the typical bond market the City might finance at 3.5% to 4%. Through BAB, that rate might be less than 1%. This potential for interest savings prompted further investigation by MetroPlan.

Since October, MetroPlan met several times with City, BAB and FHWA-AZ staff aimed at assisting the City to reach an informed decision to finance through BAB and federalize one or more of the Proposition 419 and 420 projects, or not. The



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Lone Tree Overpass (Prop 420) serves as the primary example for education purposes. Several existing concerns are nearing resolution:

- *Scheduling of NEPA, Finance, and Construction Schedules*
- *Level of NEPA required for each project and potential costs*
- *Availability of alternative delivery methods under federal financing*
- *Cost of federalizing in general vs. potential interest savings*

Coordination: *Scheduling is not seen as an impediment to financing at this time. MetroPlan collaborated with all parties to produce a hypothetical schedule for the Lone Tree Overpass. The schedule highlights key decision points for NEPA, financing applications and construction, including procurement. The schedule imagines a traditional design-bid-build process, the most time consuming, and concludes that the City's November 2026 opening date can be reached.*

NEPA: *NEPA is not seen as an impediment to financing at this time. MetroPlan worked with City staff and local experts to review every 419 and 420 project against all NEPA requirements. This scan concludes that a categorical exclusion (CE) is appropriate for most projects, an Environmental Assessment (EA) most probable for the Lone Tree Overpass and Lone Tree – North (Butler to Pine Knoll) and that J.W.Powell – East (Lone Tree to Fourth) is not a good candidate at this time because revenue for the entire project is not in place and several environmental factors are unknown. A local firm provided likely range for NEPA costs: CE at \$10,000 to \$30,000; EA at \$20,000 to \$200,000; EIS at \$200,000+. A meeting with FHWA-AZ will occur shortly to confirm or adjust local findings.*

Alternative Delivery: *Alternative Delivery Methods are supported by BAB and integration with NEPA and other federal requirements has a proven track record. MetroPlan has not done an exhaustive exploration of potential risks or complications at this time.*

General Cost vs. Savings: *Net savings may prove difficult to achieve and depends on several factors that will vary for each project. These include: spread on private versus federal interest rates; length of term; cost of federalization. MetroPlan researched the cost of federalization and conferred with BAB staff to confirm assumptions. Federal projects require compliance with NEPA, Davis-Bacon wages, Buy America and other provisions that will add cost. For the Overpass, a 21% increase in cost and a maximum interest rate spread (4% vs. 0.05%) yields only a \$375,000 savings. A 15% increase in cost yields a \$5,000,000 savings. General cost of federalization is not well-studied and ranges from 15% to 35% based on the size and complexity of the project with several aspects (i.e., general administration) being somewhat fixed in cost.*



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4. Fiscal Impact

i *Interest savings will vary by project. While it is theoretically possible that the Lone Tree Railroad overpass could net a \$5,000,000 savings under a best case scenario, it is also possible that the project would cost more as a result of borrowing federal funds.*

5. TAC and Management Committee Discussion

i *Pending discussions*

6. Alternatives

i *No alternatives are offered at this time. MetroPlan intends to provide information to the City of Flagstaff, and MetroPlan recognizes that the final decision about the relative cost or benefit of these funds needs to be made by the City of Flagstaff*

7. Attachments

i *Integrated NEPA-Finance-Construction Schedule*
Proposition 419 and 420 NEPA Scan
Lone Tree Overpass cost and finance assumptions

Ratings = H for High, M for Medium, L for Low impact. ? For unknown
DQ ratings = N for No, M for Maybe, Y for Yes

	Color = combine	CE Disqualifications						Yellow indicates expert review pending										
	NEPA Level Desired	Growth & Land Use	Relocations (signif.)	Resource Impact (signif.)	Nuisance Impact	Travel Patterns	CE Category	Biological Resource	Cultural Resource	Air Quality	Noise	4(f) & 6(f)	Water	Hazardous	Socio-Economic	EJ & Title VI	Visual Resources	
Lone Tree RR Overpass	EA	N	M	N	M	M		L	M	L	M	L	L	M	M	M	M	
Lone Tree widening - N	EA	N	M	N	N	N	\$13.5M	L	L	L	M	M	L	L	M	M	L	
Lone Tree widening - S	CE	N	N	N	N	N	\$20M	L	L	L	L	L	L	L	L	L	L	
John W. Powell - E	EA	N	N	M	N	N	45.5	L	M	L	L	L	L	L	M*	L	L	
John W. Powell - Airport	CE	N	N	N	N	N	c23ii-\$30M	L	L	L	L	L	L	L	L	L	L	
W. Route 66	CE	N	N	N	N	N	c23ii-\$30M	L	L	L	M	L	L	L	L	M	L	
Butler widening	CE	N	N	N	N	N	c23ii-\$30M	L	L	L	L	L	L	L	L	L	L	
Ped & Bike Improvements	CE	N	N	N	N	N	c3 - ped/bike	L	L	L	L	L	L	L	L	L	L	
Traffic Signal and ATMS	CE	N	N	N	N	N	c21-tech	L	L	L	L	L	L	L	L	L	L	
Dark Skies Lighting	CE	N	N	N	N	N	c21-tech	L	L	L	L	L	L	L	L	L	L	

* JWP-E requires a review of resulting development as a "connected action" because the development is dependent on the road. The review could be cursory, but will almost certainly be required.

Federal Financing of the Lone Tree Overpass				
May-20				
Comparative Costs of Federalization				
	original	federalization premium	increased cost	original costs from FMPO cost model
R/W	\$5,878,400	5%	\$6,172,320	additional admin costs for tracking/reporting/close out
PE	\$2,410,000	20%	\$2,892,000	
Traffic	\$964,000	30%	\$1,253,200	-\$775,920 <<Loss if City pulls out of loan after NEPA
CE	\$7,230,000	15%	\$8,314,500	additional admin costs for tracking/reporting/close out
Design	\$7,710,000	30%	\$10,023,000	Depends on city requirements. Some federal jobs require more plan sheets
subtotal	\$18,314,000			
Labor @35%	\$16,870,000	22%	\$20,581,400	labor typically 20-40% of job, article reporting D&B at 22% over BLS
Materials @ 50%	\$24,100,000	25%	\$30,125,000	Buy America up to 25%, this may be high
Equipment @ 15%	\$7,230,000	15%	\$8,314,500	Split between materials and equipment a guess as is percent increase
CST	\$48,200,000			
Sub Total	\$72,392,400		\$87,675,920	
NEPA			\$200,000	Upper range of EA. May be part of PE increase
Total Increased Cost			\$87,875,920	
Total Increase (\$)			\$15,483,520	
Total Increase (%)			21%	2005 Gabriel Roth, 30%
Comparative Cost of Federal Financing				
To be financed	\$56,394,000		\$68,388,600	21% exclude R/W, PE and Design & NEPA
rate	0.04		0.005	
term	15		15	
months	12		12	
Cumulative interest	\$ (18,441,677)		\$ (2,581,296)	
Interest Savings			\$ 15,860,381	
Total Savings				
Net savings (cost)			\$ 376,861	
Sensitivity test with cost increase at 15%				
To be financed			\$64,853,100	15%
rate			0.005	
term			15	
months			12	
Cumulative interest			(\$2,447,850)	
Interest Savings			\$15,993,827	
Net savings (cost)			\$5,134,967	
Sensitivity test with cost increase at 15% and rate at 1%				
To be financed			\$64,853,100	15%
rate			0.010	
term			15	
months			12	
Cumulative interest			(\$4,954,331)	
Interest Savings			\$13,487,346	
Net savings (cost)			\$2,628,486	

AGENDA

Executive Board Meeting

10:00 AM to Noon

June 3, 2020

ZOOM (Address Pending)

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. The FMPO complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the FMPO at 928-213-2651 as early as possible to allow time to arrange the accommodation. **A quorum of the TAC may be present.**

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the FMPO Executive Board and to the general public that, at this regular meeting, the FMPO Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the FMPO Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A).

EXECUTIVE BOARD MEMBERS

- Coral Evans, Mayor, Flagstaff City Council, Chair
- Charlie Odegaard, Flagstaff City Council, Vice-Chair
- Jesse Thompson, Arizona State Transportation Board Member
- Matt Ryan, Coconino County Board of Supervisors
- Art Babbott, Coconino County Board of Supervisors
- Jim McCarthy, Flagstaff City Council
- Steve Peru, Mountain Line Board of Directors
- Regina Salas, Flagstaff City Council (alternate)
- Jim Parks, Coconino County Board of Supervisors (alternate)

METROPLAN STAFF

- Jeff Meilbeck, Executive Director
- David Wessel, Manager



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Martin Ince, Multi-Modal Planner

Rosie Wear, Business Manager

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

(At this time, any member of the public may address the Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board cannot discuss or act on items presented during this portion of the agenda. To address the Board on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.)

D. APPROVAL OF MINUTES

- Minutes of Regular Meeting: April 1, 2020

II. CONSENT AGENDA

(Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.)

A. Adopt ADOT's Disadvantaged Business Enterprise Plan

MetroPlan Staff: Jeff Meilbeck

Recommendation: Pending

III. GENERAL BUSINESS

A. Project Prioritization Update

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board adopt priorities for MetroPlan

B. Federal Stimulus Infrastructure

(Pages 33-42)



MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made. Staff will provide an update on developments with current and potential transportation funding.

C. City of Flagstaff IGA

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made but the Board may readopt the IGA with the City of Flagstaff.

D. Executive Director Review and Contract Consideration (Page 39-40)

Presenter: Mayor Coral Evans, MetroPlan Chair

Recommendation: Board Chair recommends the Executive Board: 1) update the Executive Director’s contract to reflect MetroPlan’s independence and 2) consider adjustments to the terms, salary and benefits of the contract.

E. Items from the Executive Director

MetroPlan Staff: Jeff Meilbeck

V: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

(Board members may make general announcements, raise items of concern or report on current topics of interest to the Board. Items are not on the agenda, so discussion is limited and action not allowed.)

B. ADJOURN

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on March 30, 2020 at 2:00 pm in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 30th Day of March 2020.

Rosie Wear, FMPO Specialist

FMPO Funding Sources & Eligible Applicants Matrix

Prepared February 2020

Annual Funding									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Federal Highway Administration	Metropolitan Planning	PL	\$122,000	✓					
FHWA-ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA	Surface Transportation Block Grant	STBG	\$466,000	✓	✓	✓	✓	✓	✓
Federal Transit Administration	Metropolitan & Statewide Planning	5305d	\$38,000	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FTA-ADOT	Metropolitan & Statewide Planning	5305e	\$300,000	✓			✓		✓
FHWA	Railway Highway Crossings Program				✓	✓		✓	
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000		✓	✓		✓	
State of Arizona	Special Appropriation		\$3,000,000 - \$20,000,000	✓	✓	✓	✓	✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies	✓	✓	✓	✓	✓	✓

National Competitive Grants									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Better Utilizing Investments to Leverage Development	BUILD	\$5,000,000-\$200,000,000	✓	✓	✓	✓	✓	✓
FHWA	Infrastructure for Rebuilding America	INFRA	\$5,000,000 - \$100,000,000		✓	✓	✓	✓	✓
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$60,000,000 nationwide		✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure and Safety Improvements	CRISI	\$250,000,000 nationwide		✓	✓		✓	
U.S. Congress	Special Appropriation		varies	✓	✓	✓	✓	✓	✓

FMPO Funding Sources & Eligible Uses Matrix

Prepared February 2020

Confidence or Probability Level High Medium Low

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Uses					
				Staff	Overhead	Planning / Data	Construction	Match	Non-eligible Activity
Federal Highway Administration	Metropolitan Planning	PL	\$122,000						
FHWA-ADOT	State Planning & Research	SPR	\$125,000						
FHWA	Surface Transportation Block Grant	STBG	\$466,000						
Federal Transit Administration	Metropolitan & Statewide Planning	5305	\$38,000						

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000						
FHWA	Transportation Alternative Program	TAP	\$1,000,000						
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000						
FHWA	Railway Highway Crossings Program								
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
State of Arizona	Special Appropriation		\$3,000,000 - \$20,000,000						

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
USDOT	Better Utilizing Investments to Leverage Development	BUILD	\$5,000,000-\$200,000,000						
FHWA	Infrastructure for Rebuilding America	INFRA	\$5,000,000 - \$100,000,000						
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ACTMTD	\$60,000,000 nationwide						
FRA	Consolidated Rail Infrastructure and Safety Improvements	CRISI	\$250,000,000 nationwide						
U.S. Congress	Special Appropriation		varies						



METROPLAN

GREATER † FLAGSTAFF

6 E Aspen Avenue, Suite 200
Flagstaff, AZ 86001
928-266-1293
www.metroplanflg.org

Strategic Workplan January 1, 2020 to June 30 2021

Vision:

To create the finest transportation system in the country.

Mission:

Leverage cooperation to maximize financial and political resources for a premier transportation system.

Guiding Principles

- MetroPlan is focused:
 - Adopts clearly delineated objectives
 - Provides ambitious and credible solutions
 - Strategically plans for political and financial realities and possibilities
- MetroPlan leads regional partners:
 - Provides targeted, effective and prolific communication to “speak with one voice”
 - Advocates for implementation, coordination and commitment
 - Provides collaborative leadership among and through its partners
 - Accountable for leveraging plans that lead to successful construction and services
- MetroPlan leverages resources:
 - Strategically leverages project champions and other plans
 - Writes and secures competitive grants
- MetroPlan plans for resiliency:
 - Invests time and resources to expand mode choice
- MetroPlan is fair and equally representative
- MetroPlan builds trust and credibility
 - Exhibits integrity in its work products
 - Exercises openness and transparency
 - Delivers on its promises

5 Year Horizon:

- Convenes local, state and federal policy discussions to influence policy makers for transportation funding purposes.
- Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice.

- Creates a climate of synergy and collaboration and maximizes resources by leading planning efforts on multijurisdictional projects that are shared member agency priorities or that member agencies and community partners cannot complete on their own.
- Informs outside and surrounding regional communities of what resources Metro Plan offers.
- Shares innovative practices that enhance member agencies ability to deliver transportation improvements.

Measurable Objectives

1. Complete MetroPlan’s transition to independence so that MetroPlan is fully self-sufficient by June 30, 2020.
2. Increase name recognition and understanding of MetroPlan’s role by conducting at least 10 outreach presentations to local and State groups and committees by June 30, 2021.
3. Clarify MetroPlan’s role and how it will support member agencies in the region by inventorying regional priorities, evaluating projects through a relevant prioritization matrix, choosing 3 top projects for MetroPlan and identifying the role MetroPlan will play in each project.
4. Work with member agencies to identify which grants MetroPlan should pursue so that MetroPlan’s role is complimentary to and is not competing with member agencies for the same funding sources by September 30, 2021 by...
 - Inventorying available funding sources for transportation projects and present opportunities including what funds are available and which agencies are eligible
 - Identifying which grants MetroPlan will pursue and what role MetroPlan will play such as writing grants, providing technical assistance, or providing letters of support.
5. Participate in, review, and take formal action in support of -- or recommending adjustments to -- ADOT’s Milton/Hwy 180 plan by June 30, 2021.
6. Consider restoring funding in the TIP to small-scale improvements around key multimodal safety projects by providing at least \$50,000 per year of MetroPlan funds to member agency projects as match.
7. Secure at least \$2.1 Million in resources over the next 5 years in a manner that directly benefits member agencies (at least \$750,000 by June 30, 2021)
8. Consider pursuing an additional \$300,000 for the Lone Tree TI design by June 30, 2020
9. Support member agency efforts to secure a low interest loan to reduce local taxpayer interest expense by at least \$10,000,000 from budgeted amounts by June 30, 2021
10. Complete an update to the Regional Transportation Model by December 31, 2020.
11. Initiate 20 year Regional Transportation Plan (RTP) process and have scope completed and team assembled by December 31, 2020
12. Participate in City-led outreach and design efforts on the Lone Tree Corridor (JWP to Butler) and Lone Tree Railroad Overpass through June 30, 2021
13. Educate State Leadership about the value of indexing the gas tax for inflation with goal of State action by June 30, 2020.
14. Review and revise mandated compliance documents including Title VI, DBE Policy, State Performance Targets
15. Define what it means to be “the finest transportation system in the Country”.